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2. The names of persons working at the institute were kept strictly secret. [REDACTED] former university teacher was chief of the institute. [REDACTED]

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3. Although two or three buildings at the Szabadsághegy construction site were completed in May 1953, the institute was then not yet in operation. Construction work was believed to have been started in early 1952 or during the summer of the same year. In May 1953 and during the period following, some 600 workers were employed. The

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diminishing number of truck shipments and workers observed in the autumn indicated that construction work was nearing completion.

[redacted] laboratory work was started at this time.
Minor construction work and assembly operations were observed as late as 1954.

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4. The institute was located on a flat plain 400 x 600 meters across, south of the Szabadsághegy Observatory and west of Konkoly Thege Miklos road. The main axis of the institute-area ran in a north-south direction. Konkoly Thege Miklos road was closed for civilian traffic between the Observatory and Csille Hill. [redacted] this road was to be abandoned altogether and to be reforested together with the adjacent strip of land.

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5. A 30 x 80 meter two-storied concrete building with a concrete roof was located north of the institute's parking lot (4). The building was painted a dark drab, with green grates before the windows of the first floor. The entrance located in the middle of the southern front was a 4-meter-wide and 3.5-meter-high oak gate with a small door inserted as personnel entrance. Trucks with tarpaulins were repeatedly observed parked in the gateway. [redacted] Baracskay, and other information, this building served as a laboratory.

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No further details were available. Then they passed through a corridor into a room 20 x 5 meters wide equipped with a boiler 15 meters long and 2 meters in diameter suspended from the ceiling. Four pipes of 20 cm. in diameter passed through this room above the boiler and each of the pipes was connected to the boiler by a vertical pipe 10 cm. in diameter. Four vertical pipes 10 cm. in diameter protruding from the lower middle of the boiler extended vertically downwards. A few centimeters above the floor these pipes bent off at a right angle to a control panel at the wall of the basement. The boiler as well as the piping system were coated with a white material, presumably asbestos. The control panel contained a large gauge in the middle with smaller gauges on either side. The dials of these gauges were in continuous oscillation.

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[redacted] the boiler was empty and that measurements were being made to determine the rate of heating of the apparatus.

[redacted] the institute operated with electric power. After a 30-minute stay in the basement, the group returned to a large room 12 x 4 meters across located on the first floor. This room was equipped with a long table along one of its walls covered with numerous test tubes and other chemical vessels. Several microscopes were placed on a square table in the middle of the room. Seven women in white coats worked in this room. North of the described building and placed at a right angle to it were two other buildings of the same size and type. The eastern one was painted dark green. [redacted] these two buildings were also used as laboratories.

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A 1.2-meter-wide and 70-cm-deep channel traversed the institute area. It is unknown whether it had its origin within the compound or not. The channel passed under the buildings. It was not permanently filled and it was strictly forbidden to take any water from it. When filled, the channel carried crystal-clear water before entering the southernmost building. After emerging from it, the water had attained a creamy color and was emptied into an underground channel outside the compound.

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- 6. All shipments to the institute, either on trucks or horse-drawn, entered the only entrance to the institute located on Komoly Thege Miklos road.
- 7. The institute was connected to the Budapest electric mains. A high-voltage line suspended from 20 to 25 meter high towers entered the compound from the west. The amount of power supplied and the type of current used could not be determined.
- 8. Loading operations from tarpaulin-covered trucks with Honved Ministry numbering were observed at the southern laboratory building twice or three times during the summer of 1954. 50-kg. sacks were unloaded which, at least judging by the red dust covering the clothes of the transport workers, were filled with a red dust-like material. [] the sacks were surprisingly light-weight in relation to their volume. [] the shipments came from Komárom. In March 1954, the onloading of large chests of 120 x 60 x 40 cm. cubage inscribed with Cyrillic letters was observed.
- 9. In the summer of 1953, all truck drivers were strictly ordered to disinfect their tires with an undetermined liquid before leaving the compound. Persons were ordered to disinfect their hands before leaving the area. In early 1954, this practice was no longer observed and the regulation was believed to have been cancelled.
- 10. The work force was estimated at 120 to 150 persons including 45 to 50 percent women. During the summer of 1954, some 300 men employed by the building maintenance service were doing construction and assembly work at the institute. The workers were conveyed by factory-owned buses to the compound between 0600 and 0730 and returned to town between 1530 and 1800.
- 11. In late April 1954

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[] Mátýás Rakosi and Major General Janze visiting the institute accompanied by several high-ranking Hungarian and two Soviet officers. Both men were clearly identified [] when they left the institute in two type-300 Mercedes cars.

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12. The institute was surrounded by a 2-meter-high brick wall topped with 3 strands of barbed wire strung to inclined iron rods. These wires were said to be electrically charged and to be connected to an alarm device. Watch towers placed at 50-meter intervals were painted dark green and hidden by trees. These permanently guarded towers were equipped with flood lights for illumination at night. Double sentries patrolled the compound. State Security Police were placed at the entrance to the institute area. They wore flat caps with a blue ribbon and were armed with machine guns. After ringing a bell, visitors were admitted through the electrically opened gate. In front of the guard house, located south of the gate, stood another State Security policeman who sent the visitor into the guard house. The guard house was manned by a State Security Police sergeant and a civilian employee of the Honvéd Ministry (dressed in dark-blue uniform similar to that of the People's Army, without insignia, with long trousers and black boots, dark-gray flat cap with black patent-leather ribbon and a gold-stitched coat of arms of the People's Republic).

Material shipments were also closely checked. The driver had to present his travel order at the guard house. This order contained the car license number, the name of the driver, as well as the volume, type, and name of the supplier of the shipment. The driver also had to present an issue voucher in duplicate indicating the volume and type of the material supplied. These vouchers were filled out by the supplying firm, not by the shipping agency. One copy of the voucher was retained by the guard, the other copy was signed and returned to the driver to be handed back to the shipping agency. Then the entrance permit was stamped to the travel order. Truck personnel were not admitted to the compound and had to wait at the guard house while institute employees unloaded the shipment. The truck driver was closely guarded by State Security police and was not allowed to step out of his truck.

1. [redacted] Comment. According to press reports (Magyar Nemzet and Nepazava), a physics research institute with a nuclear research department was erected on an elevated plain northwest of Budapest. Construction work was started in 1950; the nuclear research department was put into operation in 1953/54. The institute contains laboratories for cosmic ray research, a nuclear research department, and a radiological laboratory. The institute is equipped with a Van-de-Graaf generator, and a 5 MeV accelerator was under construction in the autumn of 1954. Dr. István Kovács was mentioned as chief of the institute. The present report is believed to apply to this institute.

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